



Technical questions should be addressed to:

Ask Fred Glazier  
Mustang Club of America  
P.O. Box 447  
Lithonia, GA 30058

Dear Fred,

When it rains, water runs in through the left air vent onto the floor and also comes in by the heater on my 1966 Mustang coupe. What do I have to tear apart to fix this. It comes from the outer air opening on the cowl.

Wayne Miller  
Box 163  
Westhope, ND 58793

Dear Wayne,

There are repair kits available to fix the leaks in 1965-68 Mustang cowls. They consist of an insert that is placed inside the vent opening and held in place with epoxy. It is necessary to remove the fresh air vent on the left-hand side and clean the area thoroughly so that the epoxy will bond firmly. Once the epoxy is cured, the air vent can be reinstalled.

Fred

Dear Fred,

I have a problem with water leaks on both sides off my 1967 fastback. The water runs in from under the dash and

down the kick panels. I have put a new seal around the windshield and sealed the outside with vinyl caulking. The water still comes in. Is this a common problem with Mustangs? Short of removing the front fenders, is there any way to correct the problem? Every time it rains my carpet gets soaked and the floorboards are rusting out.

Sincerely,  
Hunter Eck  
Dublin, GA

Dear Hunter,

The cowl leaks usually come from the air vent and heater vent inlets on the bottom of the cowl. These two vents are originally designed to allow air to pass but not water. Over the years, the water dam rusts away and allows the water to run into the air vent and heater box.

There are inserts made that can be installed from under the dash. Check with one of our advertisers for more information about these parts.

Sincerely,  
Fred

Dear Fred,

I still own the first car I ever bought, a 1966 silver gray Mustang convertible which is still going strong and unable to be retired. My 17 year old son has taken over the reins, which leads me to my question. Are roll bars necessary or an added precaution to be installed in the convertible? I was under the impression that the chassis was weighted to prevent the car from turning over in the case of an accident. Also is this a complicated and costly process.

I don't expect anything to happen as my son is a good driver. But I would like to insure the car to be as safety-wise as possible. I thank you in advance for your help in this matter. (If there are any stats on turnovers in the 1965-66's I would appreciate your sending them to me.

Penny Cavallaro  
210 Marvin Ave.  
Los Altos, CA 94022

Dear Penny,

I don't have any statistics to offer you on rollover accidents involving Mustangs; however, the Mustang convertibles are not weighted to prevent roll-overs and indeed will roll over.

A roll bar could be added to your car and would be available through some of the advertisers in the Mustang Times.

Fred

Dear Fred,

I am trying to finish a three year project by restoring to original the pony interior (F5) on a 1965 Mustang convertible (76B).

When I got the car, everything inside was garbled up and not enough was left of original for me to tell exactly what colors went where.

By following the soft trim section of Ford's Master Parts book and "How to Restore Your Mustang" I've determined the door metal parts are to be painted red and the pony door panels are to be white vinyl.

I've seen combinations of Aqua, blue, etc. paint with white vinyl on doors but never red.

Can you confirm red paint with white vinyl was actually furnished?

Thanks in advance for your answer.

Gene Whiteman  
P.O. Box 5856  
Lynnwood, WA 98046

Dear Gene,

The interior code F5 is white with red appointments. Therefore, the interior vinyl parts are white, i.e., seats, door panels, kick panels, and quarter trim upholstery. The metal parts of the dash, doors, windshield pillar posts and quarter trim are painted white. The carpet and dash pad would be red.

Fred